

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4288.

日十初月四年九十二緒光

WEDNESDAY, MAY 6, 1903.

三拜禮

號六月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBE,
NAGASAKI, LONDON,
YOKOHAMA, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENTSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HOOSUMI,
Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$10,000,000

RESERVE FUND—\$15,500,000

Sterling Reserve—\$10,000,000

Silver Reserve—\$5,500,000

RESERVE LIABILITY OF PROPRIETORS—\$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

G. Balloch, Esq., H. Schubart, Esq.,

Hon. C. W. Dickson, Esq., H. Shillim, Esq.,

E. Goetz, Esq., Hon. K. Shewan,

G. H. Medhurst, Esq., N. A. Siebs, Esq.,

C. Michels, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital—\$1,000,000

Paid up Capital—\$324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq., C. Ewen, Esq.,

Chow Tung Shing, Esq., J. Lavis, Esq.,

Chief Manager

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 1/2 %

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL—Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow,

Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$4,000,000

SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARIS BANK, LIMITED.

HONGKONG OFFICE:

4, DES VŒUX ROAD.

General Banking and Exchange business

transacted.

INTEREST ALLOWED

On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:

For 3 months 2 1/2 per annum.

" 6 " 3 1/2 "

" 12 " 4 1/2 "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [168d]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES

OF AMERICA IN CHINA AND THE

PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000

Surplus (Reserve) Gold \$4,000,000

Total Gold \$8,000,000

Capital and Surplus authorised, Gold \$10,000,000

= \$2,055,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

The Corporation buys and sells Bills of

Exchange, issues Letters of Credit and carries

on every description of Banking and Exchange

business. Money received on Current Deposit

Account at the rate of 2 per cent. per annum

on the daily balance, and on Fixed Deposit

as follows:

For 12 months, 4 1/2 per annum.

" 6 " 3 1/2 "

" 3 " 2 1/2 "

HONGKONG—TEMPORARY OFFICE:

PRINCE'S BUILDINGS.

CHARLES R. SCOTT,
Manager.

Hongkong, 7th April, 1903. [100c]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 4,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON, PEKING,

CHEFOO, PENANG,

CHINKIANG, SINGAPORE,

CHUNKING, TIENTSIN,

HANKOW.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

" 6 " 4 " "

" 12 " 5 " "

" E. W. RUTTER,
Manager.

Hongkong, 1st January, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE

HOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balance.

On Fire Deposits for 12 months, 4 per cent.

" 6 " 3 1/2 "

" 3 " 2 1/2 "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI Valetta W. B. Palmer, R.N.R. About 8th May ... Freight of Passage.

SHAI & KOBE Tientsin W. W. Cook, R.N.R. About 8th May ... Freight only.

LONDON, &c. Coronandel F. J. Fox Noon, 9th May ... Freight or Passage.

LONDON and Shanghai E. Spicer, R.N.R. Noon, 13th May ... Freight only.

ANTWERP, ...

* (See Special Advertisement).

† Via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

‡ Via SHANGHAI, MOJI and KOBE. (Passing through the Island Sea).

§ (Calling at PENANG if sufficient inducement offers).

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st May, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

* Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers

and Luggage.

K.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

BAYERN SAILING DATES.

WEDNESDAY, 13th May.

WEDNESDAY, 27th May.

THURSDAY, 11th June.

THURSDAY, 25th June.

THURSDAY, 9th July.

THURSDAY, 23rd July.

THURSDAY, 6th August.

THURSDAY, 20th August.

THURSDAY, 3rd September.

THURSDAY, 17th September.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of May, 1903, at NOON, the Steamship "BAYERN"

of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAIL,

PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at

NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th May, Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 12th May, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 12th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [156c]

Hongkong, 1st May, 1903.

Intimations.

LANE, CRAWFORD & CO.,

GENTLEMEN'S OUTFITTERS.

Just Received NEW STOCK of Summer Goods.

OXFORD, ZEPHYR AND AERTEX CELLULAR

SHIRTS,

SOCKS, UNDERWEAR, TIES,

LINCOLN AND BENNETTS'

SUN HATS, PANAMA HATS, STRAW HATS,

RAINCOATS, UMBRELLAS,

WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 20th April, 1903. [732c]

GO TO THE

KOWLOON HOTEL,

KOWLOON.

R. F. DALY, Manager.

J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

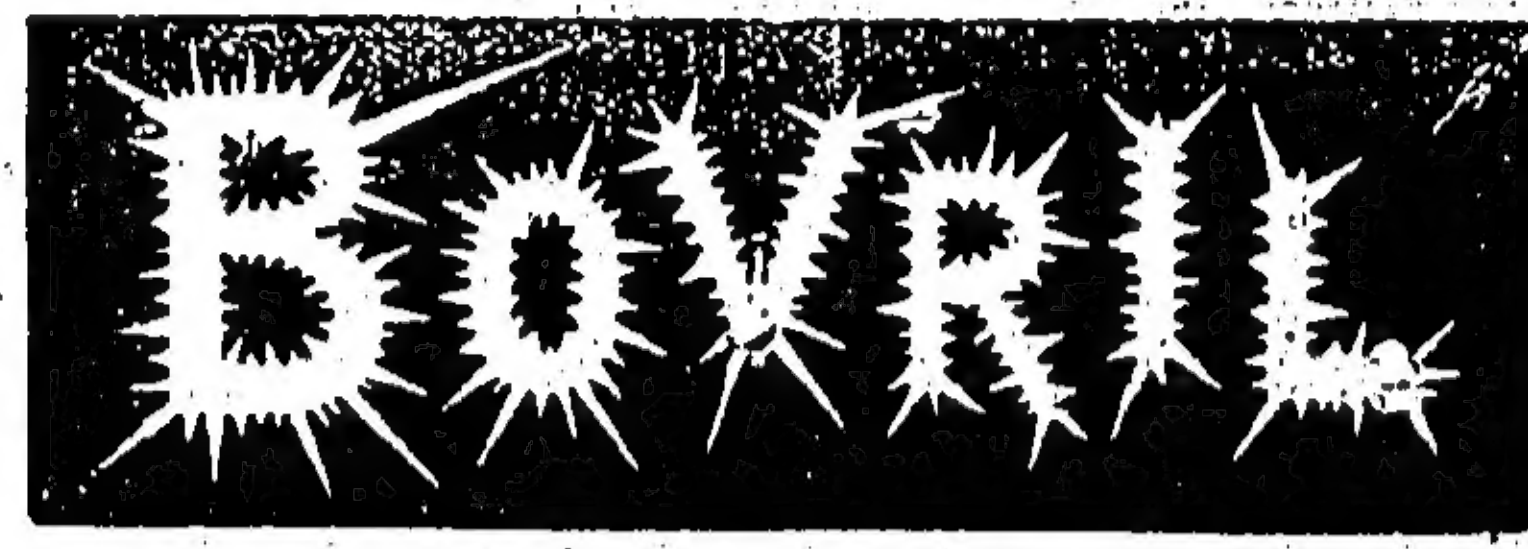
Hongkong, 1st November, 1902. [111c]

Intimations.

BOVRIL ISN'T DEAR,

in fact, value for value, it is one of the cheapest drinks and one of the most economical foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and while giving a more genuine and lasting warmth than the latter, contains, in addition, the nutritive principles of beef worth many times its cost.

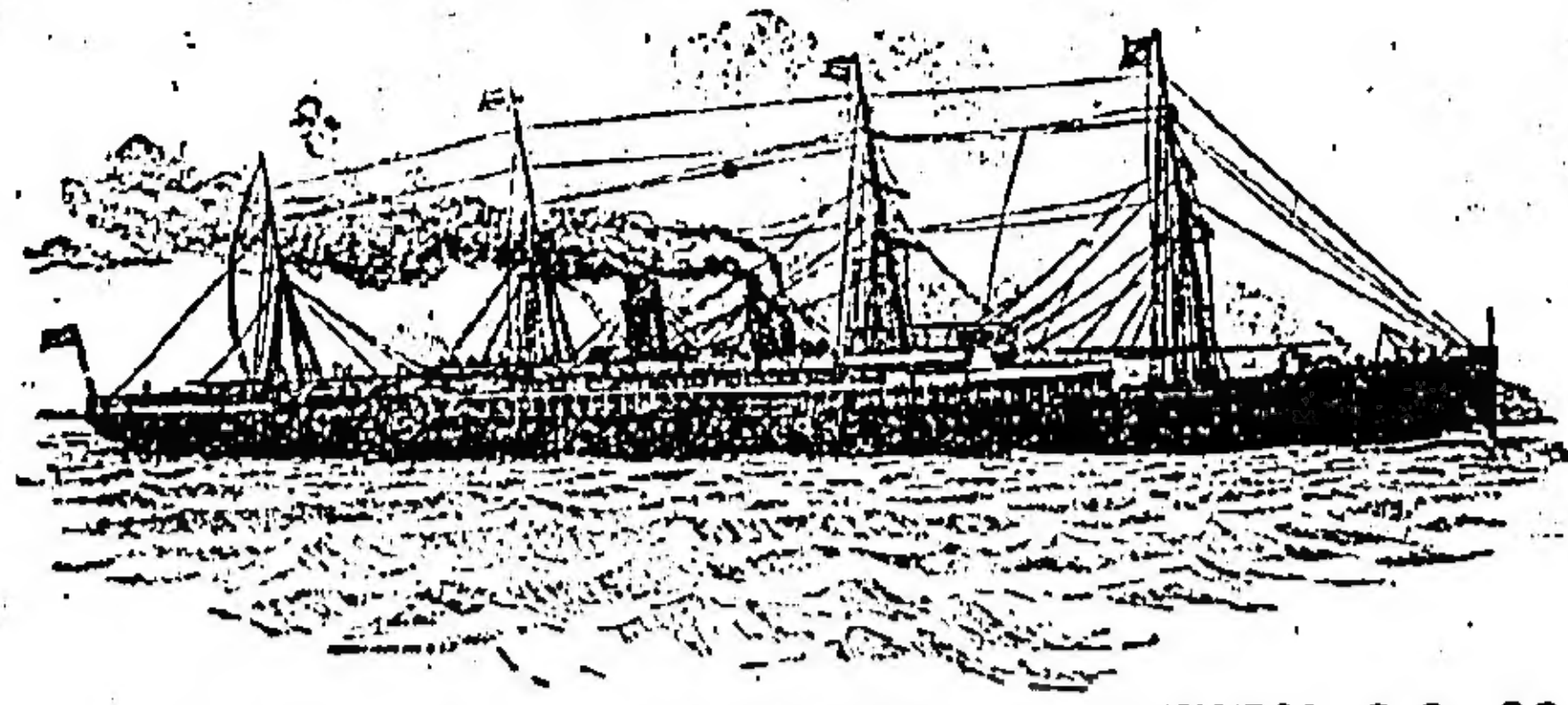
Old fashioned beef teas and meat extracts, whether known as such, or disguised under more pretentious modern names contain none of the NUTRITIVE properties of beef. Baron Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a nourishment Meat Extract is probably the most expensive article one can buy. Bovril one of the cheapest. [B]



JAPAN COALS.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	WEDNESDAY, 13th May, at Noon.
"GABRIEL"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"CUPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 13th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 5th May, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.....	WEDNESDAY, 13th May.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 15th July.
"TARTAR"	4,425 ".....	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERBIA	HAVRE and HAMBURG.	7th May.
Rebeland	(Calling at SINGAPORE and COLOMBO).	Freight.
SAXONIA	HAVRE and HAMBURG.	14th May.
Brehmer	(Calling at SINGAPORE and PENANG).	Freight.
SEGOVIA	HAVRE, BREMEN and HAMBURG.	2nd June.
Forck	(Calling at SINGAPORE and COLOMBO).	Freight.
STRASSBURG	HAVRE and HAMBURG.	16th June.
Madsen	(Calling at SINGAPORE and PENANG).	Freight and Passengers.
SUEVIA	HAVRE and HAMBURG.	30th June.
Forck	(Calling at SINGAPORE and COLOMBO).	Freight.
NURNBERG	HAVRE and HAMBURG.	14th July.
Isaburg	(Calling at SINGAPORE and PENANG).	Freight.
NUBIA	NEW YORK VIA PORTS.	31st May.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 1st May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.....	Captain H. D. Jones.
"POWAN"	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 ".....	A. W. Dixon.
"HANKOW"	3,473 ".....	C. V. Lloyd.
"KINSHAN"	2,860 ".....	J. J. Lassus.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG-HAN"	1,998 tons.....	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday }
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING"	563 tons.....	Captain R. D. Thomas.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 30th April, 1903.

Intimations.

NOTICE.

STEAMERS AND LAUNCHES
FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 14" x 30", 20" stroke.

For Particulars Apply to

A. RITCHIE,

39, Des Voeux Road, Central.

Hongkong, 11th April, 1903. [454e]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [454e]

HONGKONG ICE COMPANY, LIMITED.

FROM 1ST MAY next, until further Notice, the Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.

Cold Storage Rates on application.

Wm. PARLANE, Manager.

Hongkong, 11th April 1903. [455e]

WANTED.

A EUROPEAN, as a TEMPORARY ASSISTANT SECRETARY to the SANITARY BOARD, previous clerical training indispensable. Salary \$300 a month. Applications to be sent to the Secretary of the Sanitary Board.

By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Office, Hongkong, 30th April, 1903. [457e]

WANTED.

AT once AN EXPERT TYPEWRITER. Good Salary to an Efficient Worker. JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central.

Hongkong, 25th April, 1903. [469e]

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE.

Apply by Letter to BRO. FRANCIS, Director, St. Joseph's College.

No. 2, Robinson Road, Hongkong, 12th January, 1903.

GESUCHT.

WIRD ein Deutscher als Verwalter für den deutschen Klub, "Eintracht," Gehaltsbedingungen nach Uebereinkunft. Adresse: VORSTAND, KLUB "EINTRACHT," Hongkong.

Hongkong, 15th April, 1903. [471e]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEVES' FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1903. [481e]

Intimations.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on Wednesday the 8th day of April, 1903, the following Resolution was passed:—

That the final CALL OF FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of May, 1903.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 9th day of May, 1903, at the rate of 5% per centum per annum, upon all Calls remaining unpaid after the said 9th day of May, 1903, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's Receipt for payment of the Call, together with the Certificate of the Shares, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors, W. KERFOOT HUGHES, Secretary.

Hongkong, 9th April, 1903. [452e]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. Net \$3.40 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st April, 1903. [479e]

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES

Hongkong, 14th May, 1903. [472e]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—SIEMSEN & CO.

Hongkong, 10th January, 1903. [493e]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902. [499e]

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glass.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6e]

JUST RECEIVED SHIPMENT

OF

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES

HEINZ'S APPLE BUTTER

HEINZ'S BAKED BEANS

cannot be surpassed.

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

[553e]

Hongkong, 4th May, 1903.

FREE

BOOK

ON

NERVE

WEAKNESS.

"Health in Nature," Dr. Sanden's valuable treatise on Self-Treatment with Electricity, (without Drugs) sent free to weak men and those suffering from: Nerve and Brain Exhaustion, Sluggish Organs, Indigestion, Constipation, Urinary Weakness, Pain in the Back, Insomnia, Rheumatism, etc. More than 1,000,000 copies sent upon request throughout the world.

Tells all about "Hercules," Dr. Sanden's latest invention for Self-Treatment with Electricity for above ailments; is simple, convenient harmless. Worn about the waist nights, it induces natural, healthy action of the nervous system and organs in general, overcoming results of overwork, indiscretion and excess; does it during period of rest, thus conforming with natural law, and without compromising one part in order to stimulate another. Its influence is gradual and without injurious re-action. Invigorates nerve and genital centres, awakens dormant nerves and strengthens relaxed muscles. Not a "cure-all," but a natural self-treatment within logical limits.

With ordinary care will last one year; nothing about it to rust from the damp. If you are weak or otherwise ailing, send for "Health in Nature," it is free and will interest you, as it has thousands of others. Sent in sealed envelope upon request. Address, mentioning this Paper.

SANDEN ELECTRIC CO., Dep't J,

No. 51, Main Street,

Yokohama, Japan.

All orders from Hongkong and vicinity sent free, post paid, via Parcel Post. [55 e]

THE SOLUTION OF THE SILVER QUESTION.

Since the rejection of the American-French currency proposals by the Governments of England and India the currency question has been banished from the realm of practical politics. The extraordinary growth of the production of gold and its continuance has relegated to the background the chief reasons for international bimetalism. The scarcity of gold and dear money were obviated, and the differences of exchange, that so severely handicapped the world's commerce, were restricted because, owing to the large increase in the stocks of gold, the poorer countries were enabled to restore and maintain the standard of value. Fixed gold rates were secured to Austria, Russia, India, and Japan; and Italy, Spain, Argentina, and Brazil did no longer experience those advances of the premium on gold which were formerly occasioned by the scarcity of gold in the chief European markets.

Without the increase in the production of gold even the City of London would not have been able to permanently impede the advent of bimetalism. For the present, however, a considerable decline in the production of gold cannot be anticipated within any reasonable time, and we should, therefore, be under a delusion if we believed that the reinstatement of silver as a universal currency by the principal commercial Powers were feasible. What would happen in the event of a large shrinkage in the production we must leave to the future to decide.

Of minor importance in respect to the currency question is the question of silver itself, i.e., the depreciation in the value of the white metal and its fluctuations in price. Disturbing as the influences of these movements are in the world's commerce, the demand for an alteration in a country's currency could hardly be successfully based upon them now-a-days. Nevertheless, the movement set on foot by China and Mexico and taken up by the United States of America cannot be regarded from the outset as unpromising. The question of silver is perhaps all the more easy to solve, if it be entirely separated from the currency question, and be considered merely as a commercial question, and quite outside the range of the monetary relations of the nations.

It is now thirty years since the depreciation of silver set in. The literature on this subject fills a library and is peculiarly fitted to show how the simplest of things can be confused by wrong and erroneous descriptions. After the unanimous verdict of the great English Gold and Silver Commission no reasonable doubt should exist that the change of the European currency legislation is alone responsible for the depreciation of silver. This has been amply confirmed, as the following circumstances which have been advanced as reasons for the depreciation of silver—namely, the increase of production coupled with lower working costs, have obtained far more with gold than with silver, without, however, depreciating the value of the former. Although at times the demand for silver for the East rose enormously, it did not enhance the price of that metal to any appreciable extent, but, on the other hand, any demoralisation of silver coinage caused a heavy decline in the price. At the present day silver only stands at one-third of its former value, or at exactly one-half the price that was formerly assumed would put a stop to its production. One should not, however, be under any misapprehension, for even to-day's price of the metal is not low, but, on the contrary, very high, with the possibility in view of silver losing entirely its monetary qualification. Silver is still the standard of China and Mexico, but should it also lose its monetary character there would be absolutely no limit to the downward movement in its value. In order to employ the whole output of silver industrially in competition with aluminium and tin, it would first have to be valued by the ton instead of in kilogrammes as at present. The production of silver would not cease should the price fall to red, or even 5d. per oz., as a large amount is always recovered in the production of other metals.

It need hardly be mentioned what enormous losses all countries of the world would incur through the further depreciation of silver. There would be not only the contraction in value of newly-produced silver, but also the risk to the silver currency through illicit coinage, the menace to the gold currency in critical times, by the influx of depreciated silver coins into the State coffers and banks, and the depreciation of the millions of silver held by the people in the form of plate, jewellery, &c., and these reasons impose upon all Governments alike the duty of preventing as effectually as possible this depreciation. In the face of all this the question of the Chinese war indemnity appears to be rather insignificant though possessing political importance in so far as the Powers are greatly concerned in avoiding all possible entanglements, and in rendering the Chinese Empire more amenable to European ideas of civilisation.

It is not necessary to put silver on the same level as gold, but it should be enabled to retain, as the gold-coinage does, its metal value by means of an unlimited demand at a uniform price. This was formerly achieved through the agency of bimetalism, and now, when monetary legislation is practically out of the question, it could only be accomplished by the most modern of powers—namely, a bank. I have had occasion to lay proposals with regard to international silver-certificates before the Indian Silver Commission of 1894, and, having taken into consideration all the conditions subsequently changed, I have reconstructed these proposals, so that the object could be gained without friction with existing standards and values through the establishment of an International Silver Bank.

For the purpose of creating such an institute the principal States would combine, more particularly England (India), the United States of

America, France, and Germany; these countries would be jointly liable for the bank, and provide a common capital (pro rata of 1s. m.s. 1/4, 5/4 per head of population), 10 per cent. of which would be payable at the time of incorporation, with the understanding that each partner bears unlimited liability.

The bank, at first, would be established for a period of five years only, and the method arranged for its liquidation would show that the financial liability of the countries interested is rather insignificant when compared to the advantages to be gained.

The bank and all its branches would be regarded as international institutes, and, therefore, in case of war enjoy neutrality everywhere.

The management of the bank would be vested in the hands of a Board of Directors, sitting either at Brussels or The Hague, and each contracting Power would be entitled to nominate one member of the Board. Branches of the institute would be established in all the countries participating in the scheme.

The International Silver Bank would buy silver to an unlimited extent and at a uniform price against the issue of silver-bonds, deducting 3 per cent. on the amount, for the purpose of defraying working expenses.

On the first of October of every year the Board of Directors would decide upon the price of silver for the ensuing financial year (Jan. 1 to Dec. 31); no alterations in the price would be made within the said period, and during the time the contract remains in force the purchasing price should not be permitted to go below that of the first year.

The silver-bonds would be in the currency of the countries in which they were issued—namely, £1, m.20, fr.25, \$5, or one-half of these amounts, and would indicate at the same time the weight of the silver deposited against them.

The bearer of a silver-bond would be entitled to demand at any branch office of the bank the amount shown on such bond in the form of silver-ingots, and the bank would have the right, but not the obligation, to redeem them in money.

No one would be obliged to accept silver-bonds as legal tender. The Government Revenue offices of the contracting States would, however, accept as payment all silver-bonds issued in the currency of their own countries. The Governments would, of course, be entitled to hand over to the local branches of the Silver Bank all bonds so received, for redemption in legal currency.

The Board of Directors would provide the funds requisite for these operations and would invoke the liability of the contracting States should the necessity arise. The contract would be entered into for five years, and the right of revocation held by each State would have to be exercised by giving one and a-half years' notice, otherwise the contract would remain in force for another period of five years.

In case of one of the contracting parties desiring to withdraw, a conference would be summoned to decide whether the bank should continue without the retiring State or whether it should be wound up. In the event of the latter course being adopted, silver would still be bought for another year at the price prevailing in the year the liquidation was announced. During the year following the closing of the bank all the contracting Powers would redeem in the currency of their several countries all silver bonds so issued, to be eventually handed to the Silver Bank for conversion into cash. Finally, there would be a reconciliation between the Silver Bank and the contracting States, based upon the principle of distributing the capital and any surpluses there might be among the parties pro rata to their populations, or, in the event of a liability having to be faced, it would, of course, be liquidated on the same plan; the remaining stocks of silver would also be distributed in like manner.

It would be better that the price to be paid for silver during the first year should be fixed by special agreement; but it seems practicable that the Board of Directors should be allowed in the following years to determine it, on condition that should the deposits have increased by more than 2,000,000 kilos. from July 1 of one year until the same date in the following year, the price should remain stationary; but if, on the other hand, the deposits should have decreased, then the price should be raised accordingly.

In case of an advance having taken place in the purchasing price, the Silver Bank would continue to redeem its bonds at their money value. The profit thus made would form the nucleus of a reserve fund. Should the revenue of the bank exceed the expenditure the balance thus created would be used for the further strengthening of the reserve; should, however, the contrary happen, this reserve would first be utilised to meet the deficit, and in case of this proving insufficient, the balance would have to be defrayed by the contracting Powers pro rata to their populations. Further details of the scheme need not be considered here.

The silver-bonds would be an international medium of exchange, and, consequently, would check to some extent the demand for gold. The fixed ratio would give them a stable value and the joint guarantee of the Powers an absolute one, so that no paper in the world, not even Bank of England notes, would compare with them.

These bonds, however, should not be considered as money, but merely as receipts for deposits of silver, bearing a fixed rate of exchange. The banks and revenue offices in accepting such bonds would simply serve as places of exchange, and therefore, they would not incur any risks, owing to the obligation of the Silver Bank to redeem them. The possibility of silver bullion being unjustly conveyed from one country to another would naturally be prevented by the manner the bank would employ in adjusting the profit or loss pro rata to the population of each country. The only risk incurred by the contracting States would be the loss of the paid-up capital any other contribution that might be necessary to meet a further deficit, receiving in exchange at the

liquidation a corresponding amount of silver bullion.

This amount of bullion would be a limited one, and would comprise only that portion of the total output which had not been employed industrially, and, within a few years, could be used for the regular coinage of token currency in most countries, more especially in England, India, France, Germany, and the United States, the mintage of which would amply suffice to cover all financial losses. At first it would not be so important to raise the price of silver as it would be to render it stable.

During the preliminary negotiations speculators would, of course, seize the opportunity, and quickly raise the price. The Silver Bank could, however, cautiously begin by purchasing at a low price, the principal object aimed at being to re-establish confidence in the stability of the value of silver. After that the price could be gradually advanced, and the return to normal conditions would naturally follow and the recurrence of silver also progress.

Even the most orthodox adherent of the gold standard could not deny that the solution of the silver question would be a great economic achievement of universal importance; neither could he contend that an international silver bank, as proposed herein, would in any way interfere with the standard of value of gold. If China, Mexico, and India, with their enormous populations, join in the establishment of the bank, the help afforded by the guarantee of the other Powers would be moral rather than actual, and, consequently, it would not appear to be necessary to impose upon silver-producing countries any special terms; should this, however, be deemed necessary, I would suggest that the amount of silver produced in these countries as well as the population could be taken into consideration in fixing the ratio for the distribution.

Assuming the populations of the countries in question to number 1,000 millions (India and China included), and that 15,000,000 kilograms of silver be deposited within five years—an amount most unlikely to be attained—Germany's shares, for instance, would be well under 1,000,000 kilos. (valued to-day at about m. 65,000,000—£3,250,000), a quantity which could easily be coined within two years. (England's share about two-thirds million kilos., valued at £2,150,000.)

It is to be hoped that the Silver question will now be considered everywhere as merely a question of finance, and that its solution will be attempted by financiers; and with this object in view I venture to submit for consideration this proposal of an International Silver Bank. So long as the currency question itself remained unsolved, no one, either here or elsewhere, was willing to entertain such a proposal; but the moment has, perhaps, now come when all theory must give way to practice. I do not, at any rate, fear that practical financiers will deem this suggestion unworkable, for its practicability has been repeatedly confirmed to me by many renowned authorities—Dr Otto Arendt, member of the German Reichstag in the *L. & C. Express*.

Auction.

PUBLIC AUCTION.
AN AUCTION will be held at CHEFOO, on FRIDAY, the 15th day of May, at NOON, of the S.S. "VICTORIA," as she lies on BAMBOO ISLAND, GULF OF PECHILI. For particulars, apply to CURTIS BROS., Chefoo. [550c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 15th May, 1903. [35]

Intimations.

FURNITURE WAREHOUSE.
LI KWONG LOONG
CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 17, QUEEN'S ROAD. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co. Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.
Messrs. A. S. Watson & Co. write as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 20th December, 1902. [1400c]

WAI YUNG
PHOTOGRAPHER,
No. 1, D'AGUIAR STREET, HONGKONG.
HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.
VIEWS ALWAYS ON HAND
TERMS MODERATE.
Hongkong, 19th December, 1902. [1500c]

Intimations.

THE ROBINSON PIANO Co., LTD.

BARGAINS IN PIANOS
RETURNED FROM HIRE
AND THE PROPERTY OF GENTLEMEN
LEAVING THE COLONY.

WERNER \$450
BORD 285
SCHIEDMEYER 250
NEEDHAM 380
DORNER 375
R. P. CO., LTD. 350
R. P. CO., LTD. 300
CHAPPELL 225
RONISCH 400
H. & MULLER (SEMI-GRAND) 350
RACHALS 700

SEVERAL OTHERS

all made for the Climate with full Iron Frames and in Good Order.

CASH OR MONTHLY PAYMENTS.

Hongkong, 1st May, 1903. [415c]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Vignatier and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES, Nos. 14 & 16, Queen's Road Central [50]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1902. [4c]

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, Etc.
PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.
TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, HONGKONG.
Hongkong, 30th December, 1902. [1390c]

LEE LOONG.

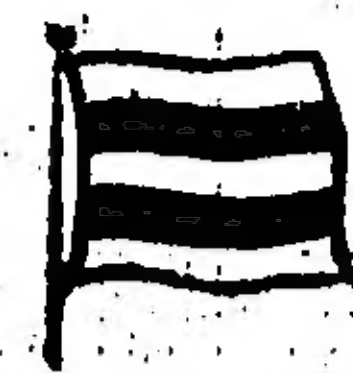
DEALER IN Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Batian Sofas for whole set.
JUST ARRIVED.
Nos. 1 & 3, D'Aguiar Street, Behind Hongkong Dispensary.
Hongkong, 1st May, 1903. [406c]

THE NEW FRENCH REMEDY
TRADE MARK
THERAPION

This successful and highly popular remedy, used in the Central Hospital by Doctors, Robert, Vignatier and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.
THERAPION No. 1 is a powerful purgative, often a few days only, removes all discharges from the urinary organs, effectually expelling infectious, the use of which does irreparable harm by laying the foundation of chronic diseases, secondary symptoms, prostration, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other drugs, which only suffer the teeth and ruin of health. This preparation purifies the whole system, restores the blood, and thoroughly eliminates all morbid matter from the body.
THERAPION No. 2 is a powerful blood-purifier, it is used for the treatment of the blood, scurvy, pimples, spots, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other drugs, which only suffer the teeth and ruin of health. This preparation purifies the whole system, restores the blood, and thoroughly eliminates all morbid matter from the body.
THERAPION No. 3 is a powerful blood-purifier, it is used for the treatment of the blood, scurvy, pimples, spots, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other drugs, which only suffer the teeth and ruin of health. This preparation purifies the whole system, restores the blood, and thoroughly eliminates all morbid matter from the body.
THERAPION is sold by the price of 1/6 per bottle, 1/3 per dozen, and 1/3 per dozen. In ordering, state which of the three numbers is required, and enclose above Trade Mark, which is a circular of red and white, with the word "THERAPION" in the center, and the name of the Government Dispensary in a red border. Send to every Dispensary by order of the Dispensary, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [144c]

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 8th May, at Daylight.
J. S. Thompson	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 12th May, at Noon.
KINSHU MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 15th May, at Noon.
F. L. Pyne	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 16th May, at Daylight.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 19th May, at Noon.
T. Mural	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 19th May, at 4 P.M.
WAKASA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 20th May, at Noon.
J. B. McMillan	HAMA	FRIDAY, 22nd May, at Daylight.
KAGOSHIMA MARU	KOBE and YOKOHAMA	
K. Kori		
IYO MARU		
C. H. Butler		
KUMANO MARU		
E. W. Haswell		
BINGO MARU		
F. Fraser		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th April, 1903.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)
T. H. S. Steamship

"COROMANDEL"
Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY on SATURDAY, the 9th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed Bombay with Transhipment.

* Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent [14]

Hongkong, 25th April, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Victoria	3,502	J. Pantou	May 23
Shamout	9,606	W. M. Smith	May 30

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. [874d]

Hongkong, 6th May, 1903.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 22nd October, 1902. [1116c]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO, MEXICO & SAN FRANCISCO.

THE Steamship

"LOTHIAN," Captain Williamson, will be despatched for the above Ports on THURSDAY, the 21st May, at Noon.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent
Hongkong, 30th April, 1903. [436c]

To be Let.

TO LET.

NO. 3, STEWART TERRACE, THE PEAK.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th April, 1903. [442c]

GODOWNS TO LET.

PRAYA EAST, Spacious, Two-storied and Single-storied Godowns. Suitable for Yarn or Coals. Also Land for Coal Storage.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th March, 1903. [399c]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.
Apply to H. N. MODY, Victoria Buildings.
Hongkong, 2nd February, 1903. [1324d]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.
Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.
No. 2, Queen's Road West, Hongkong, 20th October, 1902. [1104d]

TO LET.

"THE RETREAT"—MOUNT KELLET.
HOUSES IN LEIGHTON HILL ROAD. FLATS IN MORETON TERRACE, CAUSEWAY HAV, facing the Polo Ground. No. 1, RIFLE TERRACE. GODOWNS at BOWRINGTON, Praya East.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 27th January, 1903. [1200c]

KANANGA
OF JAPAN
(REGISTERED)
RIGAUD AND Co
PARIS

Kananga Water is a most delightful and refreshing Toilet Water. It renders the skin fine, relieves mosquito bites, and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensation in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IKORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S VANGYANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE & CHERRY EXTRACT
RIGAUD'S VIOLETTE EXTRACT

Intimations.

A. S. WATSON & CO.
LIMITED.STERILIZED WATER
MANUFACTURERS.BREWED
GINGER BEER
IN STONE BOTTLES.

The Ginger Beer we supply is prepared in our well-known factories from the freshest and best ingredients, and holds the unique position of being THE ONLY GINGER BEER IN THE COLONY THAT IS REALLY BREWED.

Of the highest standard of excellence and purity, our Ginger Beer forms a most refreshing and health-giving beverage.

PRICE IN STONE BOTTLES:—

Per dozen.....\$1.75

One dollar per dozen is allowed for the bottles when received back at our factories in good condition.

A. S. WATSON & CO.,
LIMITED,BREWERS OF GINGER BEER AND
STERILIZED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 114.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A. CHEE & CO.,
祥利廣

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING AND PRINTING
UNDERTAKEN BY AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902.

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. T. Code.

Liebner's Standard Code.

TELEPHONE, 222.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

BIRTH.
On the 28th April, at Shanghai, the wife of
R. G. PARAMORE, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 6, 1903.

FRANCE AND MACAO.

It was only in our issue of last evening that we translated certain comments appearing in a recent number of the semi-official organ *L'Avenir du Tonkin*, with reference to French activity in these regions. When we reproduced the article in which allusion is made to M. Hardouin's abortive attempts to buy the Boa Vista Hotel and apparently to convert it into a hospital but in reality to establish a foothold for France in the Portuguese settlement, we had little idea that the Boa Vista property would so soon again be made the subject of contention by the French Government. Last week we announced the fact that Mr. W. Farmer, who is a British subject, leased the hotel, by public tender, for a sum of \$4,225 yearly for a period of five years and two months commencing from the 1st inst., from the Santa Casa da Misericordia, a benevolent corporation, in whose ownership the property has now been for over a year. Mr. Farmer obtained the lease by public tender, notice of which was advertised for some days in the English newspapers of Hongkong. Besides Mr. Farmer's there was only one other tender and that we believe from an American gentleman. During the time that the tender was advertised no objection was raised to the legality of the action of the Board of the Santa Casa, who, in due course, and after the usual formalities had been gone through, granted the lease to Mr. Farmer as the successful higher bidder. We are to-day in receipt of information from our Macao correspondent, who writes under yesterday's date, that the Executive Council of Government have unanimously disapproved the lease on the ground that the Misericordia petitioned the Government for permission to retain the Boa Vista with a view to conduct it as an hotel-sanitarium. Their present action is not, therefore, in keeping with the prayer of the petition. It will be remembered that a Government proclamation was issued some time ago setting forth at length a somewhat elaborate scheme for the conduct of the establishment as a sanitarium. This proclamation is still in force. Since the lease was granted to Mr. Farmer on the 29th ult., we understand that the French Government was communicated with, and our latest information, which must yet be confirmed, is to the effect that France has lodged a protest against the validity of the lease. If this be so, a pretty little diplomatic problem arises. By what right has France to intervene in a question which must, of necessity, rest entirely with the Portuguese Government to decide? Portugal must be allowed to exercise her right of sovereignty over her own colonies, and within her territory she exercises sole jurisdiction to the exclusion of all other Powers. The perfect *entente* subsisting between England and France at the present time must be accepted as a guarantee that no international rivalry prompts the interference of the latter against the grant of the lease of a business as a purely commercial venture to a British subject. And at the same time the harmonious relations prevailing between the Portuguese officials on the one hand and the British representative at Macao on the other is an assurance that no Britisher's interests will be prejudiced by the unwarrantable intervention in a commercial transaction by a third Power.

LOCAL AND GENERAL.

AN interesting article on the Solution of the Silver Question appears on page 3.

THE annual meeting of the Hongkong General Chamber of Commerce will be held this month.

A DREDGER for Port Arthur should arrive here shortly as we read in a Ceylon paper that No. 23 (202 tons, Com Kollnig) left Colombo on April 10.

MESSRS. D. R. Law and A. G. Wood have accepted seats on the general committee and Messrs. Ferd Bornemann and H. E. Pollock, K.C. have been elected to membership of the Hongkong General Chamber of Commerce.

At the instance of Detective-Sergeant Kerr, five natives were charged before Mr. F. A. Hazeland this morning with running boarding houses without the necessary permits. Fines ranging from \$20 to \$100 were imposed.

FROM reliable sources we are informed that late yesterday evening the leading Chinese boot and shoe makers of the Colony signed agreements with certain firms for the supply of 20,000 pairs of ammunition boots to be delivered in 24 days' time.

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:

Green Island Cement Co., Ltd. \$75
J. F. Miller 5

Fresh NE. and E. winds in the Formosa Channel and off the S. coast of China.

THE various warships in the harbour were decorated with bunting to-day in honour of the birthday of the Czar of Russia. At noon a salute of 21 guns was fired in honour of the event.

RESIDENTS in Hongkong should look with anticipation for the completion of the Bagdad Railway. General Baron Von der Goltz, who is an authority on Asia Minor, lecturing recently at Konigsberg on the importance of this railway, said it was probable mails would be carried to India, four days shorter than the present route—and eventually to Hongkong.

BEFORE Mr. J. H. Kemp this morning Sergeant MacSwayed charged a native with causing needless suffering to pigeons at the Canton and Macao Wharf yesterday afternoon. The pigeons, 61 in all, were suffering from thirst and bleeding, and when the Sergeant asked the native to have them removed to larger cages, the native took no notice. The Magistrate imposed a fine of \$10 or three weeks.

Watch C. E. LeMunyon's announcement in this paper.—*Advt.*

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

W. Douglas Graham \$10
Hon. R. Shewan 10
W. J. Nocheit 10
W. J. Wright 5
H. C. Goita 2
C. Abdoala 2

THE *Sin Wan Pao* gathers that Yung Lu's family has selected the 15th instant as the most auspicious day for the funeral of the late Grand Secretary. The same paper again gathers that the *Waiwupu* has recently ordered the manufacture of large numbers of various classes and divisions of the Dragon orders which the Government intends to confer upon the Foreign officers who afforded protection to the civil and military officials of the Palace during the Boxer trouble.

WE have received the *Chefoo Express* of the 25th ult.—A tug had just arrived from the *Victoria* with the captain and crew, who had had to leave the wreck and the island on account of the bad weather.—The gale had caused some loss of life among the boat population at Chefoo.—The great kindness of Captain Ching of the Chinese cruiser *Haiyang* had elicited a grateful public acknowledgment from the captain and crew of the *Victoria* and from Lloyd's Agent, Mr. F. J. Curtis.

In view of the trolley system being installed in Hongkong it is interesting to learn that Wolverhampton, who at first looked unfavourably on this method of traction, has given a year's trial to a "surface contact system" called "The Lorain" which it installed on two or three miles of its streets. They have found it a very expensive experiment, having lost £20,000 on the year's working, and are now beginning to look on the "trolley" more favourably as being the most practicable method of tramway traction.

Keep track of C. E. LeMunyon's locals.—*Advt.*

AT the monthly meeting of the Chamber of Commerce, held on 15th ult., Mr. E. A. Herbert (Vice-Chairman) said that the question of revising the present rules and bye-laws had been before the Committee for some time and the late Chairman, Mr. C. S. Sharp, had given much time to the matter. The present rules, some of which are out of date, had been in force since 1874, and the new regulations now laid on the table were the result of the work of the Sub-Committee formed at the last monthly meeting. Rules had also been drawn up for regulating the procedure at General Meetings called for the purpose of electing a representative of the Chamber in the Legislative Council. After some discussion the new Rules and Regulations, subject to a few minor alterations, which were agreed to, were ordered to be printed and circulated to all the Members at least 10 days prior to the annual meeting to allow the Members at that meeting the opportunity of adopting them as provided by Rule 18.

THE captain of the *Kawachi Maru* which arrived at Singapore on the 29th ult. disappeared somewhat mysteriously in the Red Sea. The *Times of Ceylon* says:—Captain James Thompson is supposed to have jumped overboard on Easter Monday morning, the 13th ult. He was last seen by Mr. James, a passenger on the vessel, about 11.30 o'clock at night on Easter Sunday. Captain Thompson was then going on the bridge.

Next morning, between 7 o'clock and 7.30, the Captain was called in the usual way, when it was ascertained that he was missing. Absolutely nothing more is known. The bridge deck is, after the usual manner, protected with rails. It should be mentioned that the chief officer did notice a certain peculiarity in the Captain's manner soon after leaving Suez, but it made no more than a passing impression upon him, and he did not consider the matter of sufficient importance to speak of to the doctor. His papers were all left behind in perfect order, and letters to his solicitor, &c., instructing them regarding the disposal of his property, and to the company telling them where his papers were to be sent in the event of his death. No mention, however, was made in any way of impending death.

After the disappearance of Captain Thompson, the command of the ship devolved upon Capt. E. H. Lee—*S. S. Press.*

C. E. LeMunyon has an announcement to make to you very shortly. Watch for it.—*Advt.*

Green Island Cement Co., Ltd. \$75

J. F. Miller 5

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Keep your eyes open for C. E. LeMunyon's locals.—*Advt.*

THE *Sin Wan Pao* is informed by its Hupeh correspondent that the Foreign tea merchants, in view of the fact that the tea of Hupeh and Hunan is getting worse and worse every year, have arrived at Hankow in very small numbers this spring to purchase the said staple, in fact their number is about half of what it was two years ago, consequently it is hoped that these of the Government who have charge of commercial matters would at once devise measures for improving this trade.

ACCORDING to a paper laid on the table of the Singapore Council at its last meeting the payments made by Government to convents and other religious educational establishments from 1872 to 1902 amounted to \$73,307. Of this \$104,767 were expended in Singapore, \$110,206 in Penang, and \$58,831 to Malacca. The grants to orphanages proper are distributed, \$49,507 to Singapore, \$55,730 to Penang, and \$26,770 to Malacca. The building grants to the Brothers and Sisters schools in the three settlements amount to \$16,281.

It is understood that the Earl and Countess of Lonsdale who came here by the *Bayern* en route for Tsingtau have chartered the *Governor Jauchke* for a fortnight commencing from the 10th inst. It is not known what route they will take, the only information so far to hand states that the vessel will leave Taku on or about the 10th reaching Nagasaki on the 24th or 25th where the charter expires. The Earl is a personal friend of Emperor William and he government of Klotchou have received instructions to arrange the trip.

In an article on Russian trade with China which appears in the *Viesnik Finansov*, it is stated that 70 per cent. of Russia's trade with China is carried on by the trans-continental route, and the journal considers that there is a great future before this trade if Russian merchants would only push their goods. From a detailed analysis of the statistics, it appears, says the *Viesnik Finansov*, that there is a good opening in China for mineral oils for illuminating purposes, lamps, glass and crockery ware, iron and iron manufactures, sugar hardware, and perfumery.

A LAND slip attended with fatal results occurred on I. L. 576 (between Seymour and Upper Castle Roads) as about 10.30 a.m. to-day. It appeared that while a gang of workmen were engaged in digging and cutting out foundations for a new retaining wall for Mr. Chow Tung Shan's new house, the earth above suddenly slipped and buried two workmen under the debris. A rescue gang was immediately instituted with the result that one man when found was quite dead, the other only receiving slight injuries to the legs and arms. The corpse was sent to the mortuary.

Watch for C. E. LeMunyon's locals in this paper in a few days.—*Advt.*

BEFORE Mr. J. H. Kemp this morning, Captain C. J. Matlock of the s.s. *Amara* charged Fong Fook Hing and Fong Keong, tallymen, with unlawfully defrauding the Indo-China Steam Ship Company of divers sums of money via the passage money in respect of certain passengers travelling without tickets on the s.s. *Amara* on the 31st March and also violating the requirements of the Chinese Emigration Ordinance 1895 to 1901, in excess of the number permitted. Mr. T. Looker of Messrs. Deacon and Hastings appeared for the prosecution, and Mr. G. K. H. Bruton for the defence. The case was adjourned till tomorrow at 10 a.m.

NOTHING further has transpired in regard to Newchwang, writes our Tientsin correspondent on 24th ult., but the Russians are still string tight, and the Chinese report that they are pouring into Port Arthur and Southern Manchuria rather than pouring out. The Russian authorities are stated to have laid down seven conditions of withdrawal, among them that the Russian Government be privileged to appoint five or six consuls or magistrates in Manchuria, that no places be opened within Manchuria for the trade of any other power but Russia; and that no other power but Russia be allowed to work railways or mines. Of course there is nothing particularly new in these save that their retention is a kind of counterblast to America's recent request to appoint a consul at Moukden.

A SUMMARY method of dealing with thieves and rogues is reported to us, says a Siam paper, and no doubt it will have more effect on the delinquent than a few weeks in prison. It certainly has the merit of saving the time and trouble of a prosecution, although it smacks of the risks of taking the law into one's own hands. A certain European, who lives not a hundred miles from Bangkok and whose originality in other directions has made him famous, caught a burglar last night. Being unable to sleep on account of the heat, the European in question was prowling about the premises during the night in search of a breath of air when he espied a Chinese moving about the servants' quarters in a very suspicious manner. Having thoroughly satisfied himself as to the man's motives he collared him and with the assistance of the servants who had been aroused by this time secured the would-be burglar in the stocks and then tarred him from head to foot. He was allowed to go this morning at eight o'clock, and the crowds of workmen he had to pass through treated him according to his desert. The tax would not come off and stuck all the firmer by reason of his having endeavoured to rob it off with dry earth.

THE "ZAFIRO" MYSTERY.

VERDICT FOR DEFENDANT CO.
WITH COSTS.

After claiming the close attention of a special jury for four days and a half the recently discussed and perplexing problem of the disappearance of a box said to contain treasure from the strongroom of the China-Manila steamer *Zafiro* was brought nearer to a solution to-day by the verdict in favour of the defendant company. The shippers of the box, the Man Loong firm, sued the shipping company, China and Manila S.S. Co., Ltd., for breach of contract and damages amounting to \$5,000 gold. The case has been conducted before the Acting Chief Justice, the Hon. Sir H. Spencer Berkeley, and the following counsel were briefed:—the Hon. E. H. Sharp, K.C., and Mr. M. W. Slade, (instructed by Mr. F. Paget Ilett, of Messrs. Mounsey and Bruton) for the plaintiff firm; and Mr. H. E. Pollock, K.C., and Mr. T. Morgan Phillips (instructed by Mr. J. Hastings, of Messrs. Deacon and Hastings) for the defendant company. The following was the special jury:—Messrs. A. Shelton Hooper, foreman, (Hongkong Land Investment Co.), J. W. Bolles (Standard Oil Co.), J. J. Leiria (J. J. Remedios & Co.), A. Turner (Palmer and Turner), Gaston Mayer (Banque de l'Indo-Chine), and F. D. Goddard (Godard and Douglas).

At yesterday's sitting the evidence for the defence was concluded, and Mr. Morgan Phillips addressed the jury on behalf of the Steamship Company. Mr. Slade commenced his reply for the plaintiff, and contended that the onus of proof did not lie with his clients, and after quoting various authorities on the question of law left his speech unfinished when the Court rose for the day.

The Acting Chief Justice sat at a quarter to eleven this morning when the Court was well-filled with interested spectators, including several ladies who have watched the case most keenly since its opening on Thursday of last week.

Mr. Slade, continuing his reply, said the points which he suggested should be put to the jury for specific answers and which would settle positively all questions of fact arising in the matter, were, as to the contents of the box, if his Lordship decided in favour of the defendants "Are you satisfied that it has been proved that the box shipped contained \$50,000 gold?"

His Lordship:—That is if the onus is on the plaintiffs?

Mr. Slade:—If it is on the side of the defendants, I submit the question should be in this form, "Are you satisfied that it has been proved that the box shipped did not contain \$5,000 gold." Continuing, he suggested that further questions were: "Are you satisfied it has been proved that the plaintiff was guilty of a false and fraudulent misrepresentation when he declared the contents of the box shipped were of the value of \$5,000, and also, "Has it been proved that the box shipped was extracted?" Proceeding to address the jury, Counsel briefly reviewed the evidence which had been brought before them, and observed that the plaintiff firm was not of "mushroom" growth, but a wealthy one, and although the defendant had endeavoured to disprove the statements regarding its business dealings he had failed to call for the bills of lading which could bare out the assertions regarding the large transactions. It was pointed out by the other side that the plaintiff could produce no documentary evidence to show how the notes in question were obtained; but proof could have been given of the dealings with firms involving the receipt of much larger sums. He submitted it was not a very grave offence on the part of a man who paid a high fee to keep his books in a certain manner—it was not necessary proof that he was dishonest. The stories set up by the other side was that the plaintiff had entered into a long and ingenious plot for the purpose of effecting a fraud; but, argued Counsel, was there any conceivable reason, except in proof, why the plaintiff should have varied in his statement on the bill of lading regarding the contents of the box. In fact, the only point upon which the other side disagreed regarding fact was the question of the weight of the box. But even in this the weight given by the officer of the *Zafiro* did not differ to any great extent from that given in evidence on behalf of the plaintiff. As a matter of fact, suggested Counsel, the evidence given by the officers was coloured in order that their side should win. He then dwelt upon the evidence given both for the plaintiff and for the defendant and was occupied an hour and thirty minutes in combating the points on behalf of the shippers.

His Lordship commenced to sum up at 12.15 p.m., and in the course of his opening remarks said he desired their close attention for a few minutes while he endeavoured to assist them to come to an accurate conclusion upon the evidence which had been brought before them. He proceeded to quote the endorsement on the writ and subsequent pleadings and, regarding the bill of lading, said it was extremely important they should know what the parties contracted between themselves. The bill of lading did not, in his opinion, contain any specific declaration by the plaintiff that the box contained notes said to value \$50,000 gold. In the body of the bill it was stated "weight, contents, and value unknown." The effect of such words limited the responsibility of the defendants to answer only for that which the case actually contained at the time it was received on board of the *Zafiro*, and before the plaintiff could recover the money he would have to satisfy the jury that on the day the box was shipped it did contain \$50,000 gold. A special rate of freight was charged because the cargo was alleged by the shipper to be of a specially valuable character, and because it was a rule of the defendant firm, and common law in ship-

ping companies to protect themselves as far as they could against loss by making special rates where freight was shipped above a special value. In accepting that special freight the defendant did not bind himself to the truth of any statement made by the plaintiff—I don't accept your statement; if you tell me it is so you must pay the freight. That did not bind the defendant to accept the statement of the plaintiff. It was in order that defendant might become liable to make good the value of what was charged by him. It was quite possible that the money might have been stolen on the way down to the ship, or that by accident the bag of silver contained notes, or by the carelessness of the defendant's servants in taking it out of the ship and putting it into a lighter the bottom of the box might be knocked out and the silver lost. Special freight was meant to cover possible loss; it was an insurance. His view was that the special rate of freight paid by the plaintiff at the demand of the defendant had nothing to do whatever with the question of what was the true contract between the two persons. The bill of lading was the contract between the persons. The learned Counsel, who very ably conducted the case, both agreed in accepting the jury as men of business and congratulated him on the fact that he had such men before him. If such was the case, he need scarcely tell them that the bill of lading was a contract, and although in the margin the plaintiff declared he had shipped the case, said to value \$50,000 gold, at the foot of the document the shipowner declared he did not, in any way, know whether it was true or not. Before the jury could find a verdict for the plaintiff they must be satisfied that there was as a fact \$50,000 gold in the box for shipment by the *Zafiro* on the 13th September. If they were satisfied as to that, their verdict should be for the Man Loong firm, because the defendant company admitted the receipt of the box, marked and addressed as appeared in the bill of lading, and had not delivered it. It was no defence in answer to the claim of the plaintiff that some one stole it from the company. They were bound to carry, keep, and deliver it. Therefore, if the jury believed, after hearing all the evidence, that there was \$50,000 gold in the box in question, it was their duty to find a verdict for the plaintiff. If they found to the contrary as a fact that the case shipped by the plaintiff did not contain that sum of money, and if they found as a fact that the plaintiff represented to the defendant it did not contain that sum the verdict must be for the defendant; for the reasons, first, because he was liable to answer for what the plaintiff had proved the case to contain, and secondly, because such representation that the box contained \$50,000 gold was untrue and false, and deceived him at the time, whether they intended to or not, and was a fraud on the part of the plaintiff, and severed the whole contract between the parties. Therefore, the question for the jury to determine, with such assistance as he had been able to afford them, was practically, "Do you believe there was on the *Zafiro*, in a box, marked 'T. S. T.', addressed to some body or other, on the 13th September, the sum of \$50,000 of the United States currency?" It was common ground that the plaintiff shipped by the *Zafiro* a box stated on the bill of lading to contain \$50,000 gold, and on which plaintiff paid freight calculated on that sum. But before they could arrive at an answer to the questions he had just placed before them, his Lordship observed, that they must ask themselves two other questions. First of all, "Was the plaintiff in a position to send \$50,000 gold, and if so, was he likely to have it in his possession under all the circumstances already detailed at length?" The question was not whether the plaintiff was a wealthy man and had shares in the Hongkong Bank and so on, but whether they believed that on the 13th September last year he had in his possession the sum of \$50,000 of the United States currency. Of course, he might very well have had it; there was nothing improbable or impossible about having such an amount. Then came the question of whether it had been proved to their satisfaction, assuming the plaintiff had that amount, that there was any need for it to be sent to Manila on that day. If they came to the conclusion that plaintiff did have that money, and there was no reason to doubt he had it and that it was required in Manila, it was strong evidence in favour of the plaintiff's case. The defendant company had put it to them that unless they were going to accept, what was called by the man in the street, the *ipse dixit* of the plaintiff, there was no evidence. It was all very well for a man to come forward and state that he had \$50,000 of United States currency, and had kept it in a safe, since the beginning of the American war, without even banking it. Surely, he could produce some documentary evidence to prove that such was the case. Of course, evidence, always, was matter of credibility. He had known cases where one man or one woman had stood up in the box giving evidence in contradiction of the statements of half a dozen people, and they had been believed; and he had known verbal evidence taken by a jury on a question of conflict in preference to documentary evidence. Where the question of conflict arose there was generally a question of probability, because documents could be forged and have every similarity to true ones; they could be made to lie; people could write what was false, and state what was false. Therefore, when a statement was made, before it was accepted by a jury, they had to go over the ordeal of analyses. Defendant alleged, with regard to plaintiff having the sum of \$50,000 gold, that it was not probable, while plaintiff maintained that he had the money in a safe. But there was no entry in books or any bank book produced showing any entry regarding the

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THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

money. Proceeding to refer to the in view at which Messrs. Hastings, Fung Wa Chun and the principal of the plaintiff firm were present, his Lordship pointed out that the reply given by plaintiff to the allegation of having signed a document containing false statements was that he deliberately made them. If a man admitted on oath that he had told a deliberate untruth he must not be surprised if persons to whom he related his story were not prepared to accept that story upon his mere unsupported testimony. They would require not only corroboration, but strong corroboration. It was for the jury to put what construction they thought right and just upon the question of that interview, and his duty was to draw their attention to the fact. It was for them to say what effect it might have upon their minds. It would not be surprising, continued his Lordship, in view of the fact that the man had made a series of false statements, that they should accept any statement of his except it was borne out by corroborative evidence. Another important fact to be considered was with reference to the weight of the box. If they believed it was too light to contain the notes and a sum of \$50,000 in silver it followed that that amount was not inside of it. The plaintiff alleged that the money was there, and if the jury believed it was not there it was a case of the plaintiff making a statement, this time on oath in Court, which appeared not to be true. The point was one of great importance for their consideration in arriving at an answer to the question of whether they believed the \$50,000 was in the box in question. His Lordship again referred to the interview incident, and said the plaintiff had given the explanation, which he did not believe the jury would accept, that he thought Mr. Hastings an Mr. Fung Wa Chun had gone to see him in league, in a plot to deceive him, and, therefore, he told lies. It was very strange, as Mr. Phillips very properly remarked, that if it was an honest and bona fide transaction, the plaintiff had really shipped the money, he should have no fear of a member of a respectable firm, accompanied by a comrade in the employ of the shipping company, making inquiries from him. It was very strange, indeed. One would have thought they would have been welcomed and asked to come in at once and be shown every possible evidence in their power to help to recover the loss of the box. But, instead, the plaintiff apparently held them at arm's length from the very first. It might be that that was usual, he would not say improper, conduct on the part of the plaintiff was for the purpose of assisting in getting back the money. They were bound to take that point into their serious consideration in weighing the value of the testimony the plaintiff had given. His Lordship proceeded to deal with the procedure of the plaintiff firm after the *Zafro* had arrived in Manila, observing that a Filipino, accompanied by a Chinaman, who could not speak English, were sent off to fetch the box. His Lordship did not know whether there was anything in that; but the jury were bound to consider the fact. Very frequently light was thrown on a transaction and the truth was discovered by a very small thing. Supposing any one of you, he continued, was in Manila, and I had the good fortune to be able to send you a box containing \$5,000 gold, and forwarded a bill of lading saying when it was coming, would you go yourself to fetch it or send a Filipino and a Chinaman who could not speak English? It might be possible that plaintiff had absolute confidence in the integrity of the Filipino and the Chinaman; but the jury ought to ask themselves whether there was any other light in which to regard the indifference to the box of \$50,000 United States currency. It was a point to be considered in order to discover whether it might not be a signpost pointing to the road of truth. In conclusion, his Lordship said he would not have detained them so long, but that the issues were important, the sum involved large, and the evidence so conflicting. He only addressed them in the hope of assisting them to arrive at what was the right conclusion of the facts, and would leave to them certain issues which he thought would enable them to do justice between the parties.

After putting the questions, printed with the replies below, his Lordship at 1.28 p.m. dismissed the jury to consider their verdict.

Two minutes later the jury returned.

The Deputy Registrar:—Gentlemen, have you agreed upon your verdict?

The Foreman:—We have.

The Foreman:—Are you unanimous?

The Foreman:—With regard to some of the questions, my Lord.

His Lordship:—Will you state, please, your answers?

The Foreman:—Question 1, Are you satisfied that it has been proved that the box shipped contained \$50,000 gold?

His Lordship:—Are you unanimous on that?

The Foreman:—Unanimous.

His Lordship:—Are your answers written?

The Foreman:—Yes, my Lord. 2.—Are you satisfied that the box shipped did not contain \$50,000 gold?—Yes, 5—1. On the issue of fraud.

Was the plaintiff guilty of a false and fraudulent misrepresentation when he declared the contents of the box shipped was of the value of \$50,000 gold?—Yes, 5—1. Has it been proved that the box has been abstracted from the steamship *Zafro*?—Yes. Unanimous.

His Lordship:—Upon that you ought to find a verdict for the defendant.

The Deputy Registrar:—Do you find for the plaintiff or defendant?

The Foreman:—Defendant.

Are you unanimous?—We are.

Mr. Morgan Phillips:—My Lord, I apply for judgment and costs.

His Lordship:—Yes.

Having thanked the jury for their attendance and the intelligent and careful manner in which they followed the evidence, his Lordship adjourned the Court *sine die*.

THE PLAGUE.

During the twenty-four hours ended at noon to-day 17 further cases of bubonic plague, making 508 since January 1st, were reported.

SHIPPING AND MAILS.

English (*Vladivostok*) 8th inst.
German (*Stuttgart*) 21st inst.

The N. P. S. Co's s.s. *Olympia* arrived at Victoria, B.C., 5th inst.

The B. T. Co's s.s. *Pleides* sailed from Vladivostok for Taku 4th inst.

The T. K. K. s.s. *Rohilla* left Manila yesterday afternoon, and is expected here to-morrow afternoon, at about 3 p.m.

The P. & A. s.s. *Indra* left Portland, Oregon, for this port via Japan Ports 4th inst. and may be expected here 6th inst.

The N. Y. K. s.s. *Bombay* (Bombay Line) left Singapore for this port 5th inst. p.m. and is expected to arrive here 11th inst.

ASK for ASAHI JAPANESE BEER—G. Girault.

TELEGRAMS.

(Reuters.)

The King in Paris.

LONDON, 4th May.

The King has had two private conferences with M. Delcassé.

A brilliant banquet was given at the British Embassy in honour of President Loubet; the King personally received the President and his wife; there were eighty-two present including Ministers, Diplomats and their wives.

The Bomb Outrages in Salonika.

A state of siege exists at Salonika. Italy and France are sending warships. The Sultan has assured M. Zinovief, the Russian Ambassador, that active measures are being undertaken to repress the Albanians.

LATER.

The King's Visit to Paris.

President Loubet and his Ministers gave a cordial farewell to the King at the station. His Majesty said that he was enchanted with his visit and thanked them for his cordial reception which he could never forget.

The Berlin semi-official *Post* says that a real Anglo-French *entente* is impossible and that friction is sure to occur; in the mean while Germany will remain a benevolent spectator regarding the *entente* as a new guarantee of peace.

(N. C. Daily News.)

Mr. Stewart Lockhart at Chinanfu.

Chinanfu, 27th April.

Mr. J. H. Stewart Lockhart, C.M.G., and Captain A. A. S. Barner, First Chinese Regiment, arrived at Chinanfu to-day. After visiting H. E. Governor Chou Fu, they proceeded to Taian to ascend Taishan, and visit the grave of Confucius.

The Forest Question on the Yalu.

Tokio, 28th April.

Japan is about to demand from Corea the same privileges of cutting the timber on the head waters of the river Yalu as she already granted to Russia.

Disciplining the Religious Orders in Franco.

The monks of the Grande Chartreuse have been evicted from the famous monastery for defying the Congregations Law. Col. Coubertin, commanding the Fourth Dragons, resigned because his regiment was ordered to support the civil power.

The Discord in Macedonia.

London, 1st May.

Thirty-two Bulgarians have been killed or captured near Neurokop, and a band of a hundred has been annihilated near Djumabala.

Graceful International Courtesies.

As a mark of their esteem for King Edward, the French Consuls throughout Australia have arranged to hoist his flag, and the French warships will be dressed, during the King's visit to Paris.

(Shanghai Times.)

The "Open Door."

Peking, May 1.

Mr. Conger, the United States Minister, has officially intimated to the Wai Wu Pu that the United States has determined to maintain the open-door policy in Manchuria. She would not refuse to even dispatch, if necessary, troops to do so.

Anxiety of Empress Dowager.

LATER.

The Empress Dowager is very anxious over the Manchurian question. She has, even on several occasions, expressed her willingness to leave Peking and to live either at Paoing or at Kai Feng fu.

China stands Firm.

SHE INSISTS THAT RUSSIA EVACUATE MANCHURIA.

The formal demands presented by the Russian Minister were made on April 22, but nothing was known until a few days later. Prince Ching, Comptroller General of the Wai Wu Pu, on receipt of the demands, at once dispatched a document to the Russian legation, stating that the evacuation of Manchuria forms one of the stipulations provided for in the Manchurian Convention, and that the new demands would not affect the evacuation which has already been agreed upon by the parties concerned.

FIRE IN BONHAM STRAND.

At about 1 a.m. the Fire Brigade under Chief Inspector Baker was summoned to No. 94, Bonham Strand, where an outbreak of fire had occurred. The services of the floating engines were also requisitioned. Owing to the position of the fire, which originated on the second floor, considerable difficulty was experienced by the firemen in putting out the fire, with the result that the second floor of No. 94 was also soon in a blaze. It was only when the roofs fell in that the hoses could be brought to bear direct on the flames. The ground floor was slightly damaged. The premises, viz No. 94 and 95, were used as a medicine shop and a godown. Damage to the extent of \$3,000 was done chiefly to the various medicinal herbs stored in the premises. Insurance to the amount of \$35,000 was effected with Messrs. Siemens and two Chinese insurance firms. The cause of the fire is unknown.

ASK for ASAHI JAPANESE BEER—G. Girault.

COLLISIONS BETWEEN JUNKS AND STEAMERS.

At the monthly meeting of the Hongkong General Chamber of Commerce, held on 15th ult., the following letter was read:—

Colonial Secretary's Office,
March 23rd, 1903.

Sir,—Adverting to Mr. Wilcox's letter of the 15th April, 1902, and the Acting Colonial Secretary's reply No. 995 of 7th May last, I am directed to refer you to Ordinance No. 39 of 1902, the provisions of which it is hoped will tend to prevent collisions between junks and steamers, and to state that as at present advised this Government is not prepared to act on the suggestion contained in the last paragraph of your letter under reference.—I have, etc.,

F. H. MAY,
Colonial Secretary.

The SECRETARY,
Hongkong General Chamber of Commerce.

Mr. E. A. Hewitt (vice-chairman) said that the new Ordinance brought in to meet representations from this Chamber practically placed junks and ships on the high seas on an equality before the Court as regards lights in collision cases, and as far as that went it was a great improvement. It was pointed out in the discussion which followed that the Government declined to protect owners of steamers by making a reasonable time limit after the occurrence of an accident, subsequent to which it would not be possible to commence any action for damages nor had they met the request of the Chamber that the junk owner should furnish security for defendant steamship owner's costs unless able to prove that he was a resident in the Colony and possessed of property within the jurisdiction of the Court.

The Committee decided to record its dissatisfaction with the decision of the Government, and it was agreed to ask the Government to reconsider the matter with a view to putting a stop to the numerous speculative actions for excessive collision damages against steamers brought by owners of old or worn-out junks in the hope that the steamship owner might be induced to make some offer to settle the case before going to trial.

A RUSSO-CHINESE AGREEMENT ON MINES.

The *Asahi* publishes the following despatch from Peking dated the 22nd ult.:—"The principal items contained in the 12 articles of an agreement signed between M. Yugovitch, a Russian, and Sui Pao, Military Governor of the Amoor District, are as follows:—

"The Chinese Eastern Railway Company can freely work mines lying within 30 Chinese miles on both sides of its railway lines.

"As to the mines outside the distance of 30 Chinese miles, the right of priority to open them shall be granted to the Chinese Eastern Railway Company and, in case any foreigner or foreign company applies for the grant of the right to work them, the matter shall be referred to the Company before being decided on by the Military Governor.

"In case the Company starts work on mines lying more than 30 Chinese miles from its railway lines, the Company shall do so in compliance with the provisions of the Mining Law of China, and the coal produced by the Company may be sold by it to the natives in the neighbourhood of the mines at the price generally prevailing at the time of the sale.

"In case the removal of any building or any tomb is necessary for the carrying out of mining operations or in case any damage is caused to any cultivated land as a result of such operations, the Company shall pay a reasonable amount of indemnity to the owner of such property or land.

"The right of cutting lumber in the Amoor District, to be used as building material or as fuel, whether such lumber belongs to the Government or to individuals, shall be conceded to the Company on payment by the latter to the owners of a reasonable price.

"The above agreement was signed between M. Tarniel, representative of M. Yugovitch, and Military Governor Sui Pao on the 5th day of the 12th month of the 27th year of Kwang Hsi (beginning of 1902), and it was sent to the Foreign Office for the latter's sanction. The sanction was lately given and the agreement thus became valid. A similar agreement had been previously concluded between a Russian representative and the Chinese Military Governor of Kirin and when the present agreement was first proposed to the Military Governor of the Amoor District, the latter strongly opposed its conclusion. In spite of the opposition of the Military Governor Russia finally persuaded him to yield to her demand, by declaring that his object was to provide for the want of fuel used on the railways and not to enable her to compete with the native merchants, and that the agreement would have nothing to do with other minerals than coal. It may therefore be understood that Russia has obtained a similar privilege in Kirin province."

THE P. & O. COMPANY.

The removal of the steamers of the Peninsular and Oriental Steamship Company from the Royal Albert Docks to Tilbury Docks will take place with in the next few weeks, and the London and India Joint Dock Company are making great improvements in anticipation of the event. In consequence of the P. & O. Company taking these berths at Tilbury other lines of steamers, including the Nippon Yusen Kaisha (Japan Mail Steamship Company) and the Anchor Line, have been forced to find accommodation elsewhere. Two of the companies so displaced will take over the berths vacated by the P. & O. steamers at the Albert Docks.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE TWO KWANG VICEROY.

Viceroy Tsen Ch'un-hsuen is expected to arrive in Shanghai by the end of May next en route to Canton, and the *N. C. D. News* hears that the leading gentry and merchants of the Two Kwang residing there are engaged in drawing up a petition to present to his Excellency upon arrival, pointing out to him the burdens under which the people of those two provinces labour and suggesting the reforms needed to restore Kwangtung and Kwangsi to prosperity and peace. Being a native of Kwangsi himself it is quite likely H.E. will gladly meet the views of his fellow-provincials.

DOMESTICS CONTRASTED.

IMPRESSIONS OF AN ENGLISHMAN AT HOME.

THE DISADVANTAGES OF EDUCATION.

(Specially written for the *Hongkong Telegraph*).

London, 28th March.

When a man returns to his native land after an absence of nearly a decade and a half, he naturally expects to find that great changes have taken place since his departure, and that many old and familiar landmarks and faces have gone the way that all things must go. Also he has prepared himself for this expectation which stern time effects so slowly but so well, therefore he recognises each change with sorrow, but with little surprise. There are exceptions, however, to this rule, and the words "shocked" and "grieved" are insufficient to express the sentiments of the writer of these lines when he realized that one of the most ancient of all Britain's ancient institutions; one which from his boyhood seemed to verge into and take precedence with his country's constitution, and appear to him to be the only fundamental and possible base to the well-being of our society, was sliding gradually into oblivion, or, as one would vulgarly express it, "was taking a back seat."

I refer to "the weather." Let there be no misunderstanding; by this form of speech I do not imply the climatic modifications for which this happy island has ever been famous. These have not changed. They are just as changeable as ever. I have already perceived that. No! I refer to "the weather" as a topic of conversation. In former days, at the club, a garden party, a reception, in a railway-carriage and everywhere, it was a thing to weep or to be joyful with the most casual of acquaintances; during your first walk with a pretty partner, at the *table d'hôte*, the Empire or elsewhere it was an excellent bond of sympathy and *entente cordiale*.

I had probably been thus since the creation, and, though we hold no record of the fact, one is almost justified in believing that it must have formed the theme of the first conversation which took place between our original parents; and which of us would not have been willing to stake large sums on the chance that it would continue to the last to be the only ground on which all sexes, parties, sects and castes could meet and agree. But time, or rather one of its factors, has decreed otherwise and the name of that factor is "Education." I will explain how I arrived at this conclusion. I must begin by stating that on my recent arrival in England I stayed for a few days with a maiden aunt, who, though she lives in a respectable villa, which is situated in the respectable street of a respectable suburb of the capital, (respectability is of such importance in this country that I feel obliged to make some slight mention of it), detests cats. Now my respected relative, for whom I possess the sincerest affection, has since my return developed one weak point, which has been a great trial to my innate bashfulness, for she insisted on introducing me to all her callers and friends as "my nephew from China."

However, after the tenth introduction, I began to get accustomed to the title and really felt somewhat disappointed when I perceived that the interest I excited was of short duration. Things generally began and terminated in the same manner:

"Oh indeed! how interesting. Were you in Peking during the Boxer troubles?"

Not possessing sufficient confidence in my imagination, I felt quite ashamed at having to acknowledge that I was not one of the heroic besieged.

Or—

"Is that so? Well, most likely you know or have met my second cousin. His name is Brown. He is a missionary somewhere in Yunnan. Quite a superior sort of a man, you know!"

Again I had to reply in the negative, and, to shame, was forced to state that I had not met Brown—nor Jones nor Robinson for the matter of that. The visitors would then throw deprecating glances in my direction, and they probably had their doubts as to whether or not I was an impostor. After this my personality, much to my relief, would lose interest and the conversation would flow into other channels. Then it was that I recognised to my grief that "the weather" had lost the first place in colloquial English and that another topic reigned supreme. That topic is "domestics."

There are many of us who know what it is to while away a verandah, somewhere in the tropics, the hot hours of a summer night, with one or two friends, a banjo perhaps, and as many "pegs" to hand as one cares to drink. Now these "foregatherings" usually terminate in a like manner. At a psychological moment, when it has become too hot to sing or yarl, almost too hot to think, and we lay gasping in a silence which is broken only by the cheerful croak of the bull-frog, the house-boy will suddenly appear and announce with ill-concealed glee: "No more ice have got."

The nearest refrigerating plant is generally somewhere fifty miles down a stream. This announcement is of course received by a flow mild remarks, expressive of regret, by the company present, and, as a natural corollary to

the crisis, an animated discussion on "boys" in general at once begins. Each man there, swearing by all his household gods, declares that his particular domestic has monopolized in his Celestial soul all the combined vices of Ananias, Sapphira, Barabas and the Borgias; and that his *toy* is the very worst of his kind on earth, bar none. Now, I have learnt here in England that this cherished theory is an exploded one. I regret to have to state so, for I also loved it; and it has often been of great consolation to me to be able to apply it to my own Confucian retainers. I have heard several truths since my return, and one of them which came not from the mouth of babes, but which was expressed, at different times and in different places, by a score of respectable British matrons—is that the ordinary common garden English maid servant knocks A-Sing, alias John, into spots for sheer "cussedness."

The following fragments of conversation, gleaned in my aunt's and in other drawing rooms, will perhaps convince the unbelieving:

"Poor Mrs. Pilkington is in such trouble again."

"Is that so? What servants again?"

"Of course!—I wish I could render the expression this reply carried with it—'Just imagine! her housemaid has given her notice because moist sugar is provided for the domestics. Nothing less than the best white lump will satisfy her; and the cook wants to leave because she is not allowed to keep her bicycle in the coach-house.'

The following dirge was sang by the pretty young mother of two bouncing boys, aged respectively two and four.

"Oh my dear! I feel so miserable. I am ready to weep. Yes I am going to lose Mary. You know. My nursemaid. She has told me she will leave because I refused to allow her to go out every Tuesday and Friday afternoon. She wants to take mandoline lessons. Isn't it aggravating? What are we coming to? She's quite a decent girl, and the children are quite fond of her. But the idea of it! Mandoline lessons!—Two afternoons a week!"

The following, which shall be the last for it indicates the root of the evil, was from the wife of a retired colonel who has lived many years in India, and who knows what it means to run an establishment which includes half a score of native servants: "The impudence of the creature! Yes, my dear Madame, my cook has asked me for an extra evening out each week so as to allow her to attend lectures!"

Naturally I refused and of course she has given me notice; and—Here the good lady was interrupted by the genuine expressions of condolence and complaints of a similar source which came from the other feminine occupants of the room. When these had subsided, she continued:

"And I say that the fault lies with the Government who has passed ridiculous laws which have resulted in the superior education of the masses. Why! I am prepared for anything now, and should not be in the least surprised if my housemaid insisted on keeping a piano in the pantry and practising for an hour every evening. Indeed my dear!—But the indignation and outraged matron could continue no longer for she was overwhelmed by the plaudits of her auditors. At the stage of the proceedings my nerves gave out and I fled, congratulating myself on the valuable information I had acquired.

The case mentioned above are but three of the many I have listened to since my return, and I am at present convinced that the hardworking, honest, god-fearing slave of my boyhood is as dead and as extinct as the "dodo," and that the board-school educated female spinster of to-day, who goes into domestic service with evident reluctance and distaste for that profession, will, in the near future, confine her talents to typewriting, stenography, reporting, music, the stage or some of the other liberal arts or—starve. Friends of those hot summer nights, the banjo and the "pegs," what would you say if your boy, who, like his "confères," generally possesses a father, mother, two aunts and as many uncles, each of whom die regularly four times in the year, which necessitates, on each of these sad occasions, an absence from duty of at least two days and an advance of several dollars for funeral expenses, what would you say if in addition to this miraculous, resuscitating family, your faithful domestic suddenly informed you that he had a weakness for the violin, political economy, Egyptology, ping-pong and bumble-puppy, and that he wanted two afternoons off of each week to study these useful arts—or that he objected to the brand of whisky you affected and that it must be changed or he would leave you? I think I know what would happen, and, in advance, I am certain that the weather would not form one of the topics of that conversation.

WEIHWAIWAI MINING CO.

Writing to the *Shanghai Mercury* on the 23rd ult., the Weiwhaiwei correspondent of that journal says:—"The Weiwhaiwei Mining Company is progressing favourably. The first telegram from the manager no doubt frightened some of the shareholders, but the Company is, I understand, turning some beautiful ore now and everybody is anxiously awaiting the arrival and erection of the stamps. On Saturday Major-General O'Moore Creagh visited the mines and took a few specimens of quartz away with him."

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 18 3/16
" Bank Bills, on demand 18 1/8
" Credits, 4 months' sight 18 9/16
" Debits, 4 months' sight 18 11/16
ON BERLIN, (demand) M. 1.75
ON PARIS, Bank Bills, on demand 2.12
" Credits, 4 months' sight 2.13
ON NEW YORK, Bank Bills, on demand 41 1/2
" Credits, 30 days' sight 41 1/2
ON BOMBAY, Telegraphic Transfer 126 1/2
" On demand 126 1/2
ON SHANGHAI, Telegraphic Transfer 7 1/4
" Private 30 days' sight nom.
ON YOKOHAMA, T.T. 81 1/2
Sovereigns, Bank of England Rate 81 1/2
Gold Leaf 100 touch, per tael nom.
Bar Silver 24 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest
MALWA NEW Nominal
" LAST YEAR @ \$960/980
" OLDEST @ 1050/1075
PATNA NEW @ 1017 1/2
BENARES NEW @ 1010
PERSIAN (PAPER) Nominal

To-day's Advertisements.

FOR SALE.

A COPY of the "ENCYCLOPEDIA BRITANNICA," (The "Times" reprint). In 25 large quarto volumes: half Morocco binding; complete with Bookcase. Perfectly new and in A1 condition.

The Standard Work of Reference in the English Language.

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C/o Hongkong Telegraph Office.

Hongkong, 6th May, 1903. [556c]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

ON

MONDAY, the 11th May, 1903,

AT 11 A.M.,

at

R. E. STORE YARD, "C" & "D" BLOCKS,

Queen's Road, opposite H.M. Naval Yard,

SUNDAY OLD R. E. STORES.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers,

Hongkong, 6th May, 1903. [556c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"HYSON"	On 5th May.
GLASGOW and LIVERPOOL	"AJAX"	On 15th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELUS"	On 1st June.
GLASGOW and LIVERPOOL	"YANGTZE"	On 11th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 21st June.
The "White Funnel" steamer "HYSON"	left Singapore 3rd instant, and is expected here 8th instant, p.m.	

HOMEWARDS.

FOR	STEAMERS	To sail
MARSEILLES, LONDON & ABERDEEN	"AJAX"	On 12th May.
LIVERPOOL, LONDON & ABERDEEN	"AGAMEMNON"	On 17th May.
LONDON	"PATROCLOS"	On 22nd May.
LONDON	"CALCHAS"	On 27th May.
LIVERPOOL, LONDON & ABERDEEN	"HYSON"	On 31st May.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 5th June.
MARSEILLES, LONDON & ABERDEEN	"PELUS"	On 10th June.
MARSEILLES, LONDON & ABERDEEN	"YANGTZE"	On 15th June.
MARSEILLES, LONDON & ABERDEEN	"OOPACK"	On 20th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"AJAX"	On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	To sail
SHANGHAI	"UKIANG"	6th May.
SHANGHAI	"HANGCHOW"	7th "
SHANGHAI	"TIENTSIN"	8th "
KOBE	"TSINAN"	9th "
TIENTSIN	"KWEIFAN"	15th "
MANILA	"TSINAN"	20th "
PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	20th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

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N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO AUSTRALIA AND AUSTRALIAN PORTS.

Hongkong, 6th May, 1903.

AGENTS

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amplitudes—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
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Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 9th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 16th May, at 10 A.M.
PERLA	1980	J. McQuinn		

For Freight or Passage, apply to

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GENERAL MANAGERS.

Hongkong, 2nd May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To sail
"INDRAPURA"	4,899	A. E. Hollingsworth	May 22, 1903.
"INDRASAMHA"	5,197	R. P. Craven	June 14, "
"INDRAVELLI"	4,899	W. E. Craven	July 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 10th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 13th May.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 17th May.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 20th May.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast-trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

Be the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 6th May, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
HONGKONG-MANILA.
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Solentid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,174 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.
Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour, Master's Office.

SHIU ON S.S. CO. LTD.
Hongkong, 14th March, 1903.

WING ON STEAMSHIP COMPANY.
HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the latest and has Superior Cabin Accommodation.

FARES:
1st Class, \$10.00
2nd " 6.00
3rd " 3.00

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonhian Strand West.

Hongkong, 4th May, 1903.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE Steamship

"S. S. BROOKSHIRE,"
will be dispatched on or about FRIDAY, the 15th inst.

The American Asiatic S.S. Co.'s

will be dispatched on or about MONDAY, the 15th inst.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th April, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSELLA MARU	E. P. Bishop	3,869	Saturday, 9th May, at 11 A.M.
ROSETTA MARU	N. Tate	3,876	Friday, 15th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 5th May, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"
Captain Meyrick, will be despatched as above on FRIDAY, the 8th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

Proposed SAILINGS FROM HONGKONG, 1903.

"SAGAMI," About 13th May.

For Freight and Passage, apply to

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Agents.

Hongkong, 30th April, 1903.

AMERICAN AND ORIENTAL TRANS-PORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"
will be despatched on or about 15th May.

For Freight, apply to

ARNOLD KARBURG & CO.,
General Agents for China.

Hongkong, 20th April, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"
Captain Mutton, will be despatched for the above Ports, TO-MORROW, the 7th instant, at 10 A.M.

For Freight or Passage apply to

DOUGLAS LAFFRAK & CO.,
General Managers.

Hongkong, 6th May, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 7th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 6th May, 1903.

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Kubatino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"
Captain Maganzini, will be despatched as above on MONDAY, the 11th instant, at Noon.

At Bombay, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 5th May, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZIL, to EAST and SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"
Captain Mosca, will be despatched as above on SATURDAY, the 16th instant, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.

Prince's Buildings.

Hongkong, 5th May, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSELLA MARU

E. P. Bishop

3,869

Saturday, 9th May, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

Friday, 15th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 5th May, 1903.

K. NAKASHIMA, Manager.

171c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"
Captain Meyrick, will be despatched as above on FRIDAY, the 8th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

via SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

Proposed SAILINGS FROM HONGKONG, 1903.

"SAGAMI," About 13th May.

For Freight and Passage, apply to

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Agents.

Hongkong, 30th April, 1903.

AMERICAN AND ORIENTAL TRANS-PORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"
will be despatched on or about 15th May.

For Freight, apply to

ARNOLD KARBURG & CO.,
General Agents for China.

Hongkong, 20th April, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

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This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th May, 1903.

Consignees.

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA,"
Captain Borch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before Noon.

TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 2nd May, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN,"
of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

Steamers Expected.			
Vessels	From	Agents	Due
Rohilla Maru	Manila	T. K. K.	May 7
Valetta	Singapore	P. & O. Co.	May 8
Hyson	Singapore	C. M. Co.	May 8
Kweiyang	Chefoo	B. & S.	May 10
Dombay Maru	Singapore	N. Y. K.	May 11
Indrapur	Pland, Or. P. & A. Co.		May 11
Kinsbu Maru	Japan	N. Y. K.	May 11
Stuttgart	G. no.	M. & Co.	May 11
Indrasamha	Pland, Or. P. & A. Co.		June 3

Hongkong & Whampoa Dock Returns.			
Vessels	From	Agents	Due
H.M.S. Moorhen	at Kowloon Dock		
H.I.G.M.S. Jaguar	"		
Tayabas	"		
Montabes	"		
Canton River	"		
Daigi Maru	"		
U.S.S. Monterey	"		
U.S.S. Pathfinder	"		
San Joaquin	"		
Kinsbu	"		
Swift	Aberdeen		

Ships Passed The Canal.			
Vessels	From	Agents	Due
Outward—27th March—Goodwin, Silvia, Tiberghien, 3rd April—Pyrrhus, 7th April—Strasburg, Bombay, 9th April—Kawachi Maru, 15th April—Moavia, Kasaba, Indraloe, C. F. A. Tottenham, Radnorshire, Laisa, 17th April—Machon, Alcinous, Aragonia, 21st April—Glennish, Ernest, Simon, Benlond, 28th April—Annand, Indraloe, Redvers Hook n.			
Homeward—20th March—Tantalus, 15th April—Shimosa, Vindobona, 17th April—Ajaz, 21st April—Canton, Bencluch, Nestor, Formosa, Oceanien, 29th April—Kintuck, Stuttgart.			
Arrivals at Home—3rd April—Manuel, Laguno, 6th April—Ceylon, 7th April—Annand, 9th April—Wurzburg, Preussen, 15th April—Pyrrhus, 17th April—Hakala Maru, Diomed, 21st April—Glengyle, Dardani, Austria, 27th April—Banca, 28th April—Gibraltar, Avis Maru, Hamburg.			

Post Office.			
Vessels	From	Agents	Due
Canton—Per Hankow, 7th inst, 7.30 A.M.			
Swatow, Amoy, Foochow—Per Hainan, 7th inst, 9 A.M.			
Moji—Per Wakamatsu Maru, 7th inst, 9 A.M.			
Singapore, Penang, Calcutta—Per Arradon, 7th inst, 11 A.M.			
Kobe—Per Kure Maru, 7th inst, 11 A.M.			
Kobe—Per Verona, 7th inst, 2 P.M.			
Shanghai—Per Hongchow, 7th inst, 4 P.M.			
Canton—Per Pusan, 7th inst, 5 P.M.			
Namto—Per Taitse, 7th inst, 5 P.M.			
Canton—Per Hainan, 7th inst, 7.15 P.M.			
Tamsui—Per Daigi Maru, 8th inst, 11 A.M.			
Quang Tcheno, Hoihow, Pakhoi, Haiphong—Per Hue, 8th inst, 11 A.M.			
Kobe, Yokohama—Per Kawachi Maru, 8th inst, 11 A.M.			
Swatow, Chefoo, Tientsin—Per Fausang, 8th inst, 1 P.M.			
Manila—Per Yuenan, 8th inst, 3 P.M.			
Shanghai—Per Hongchow, 8th inst, 3 P.M.			
Shanghai—Per Tientsin, 8th inst, 4 P.M.			
Manila—Per Rabi, 9th inst, 9 A.M.			
Manila—Per Rokila Maru, 9th inst, 10 A.M.			
Kobe—Per Tsinan, 9th inst, 11 A.M.			
Europe, &c., India, via Tuticorin—Per Cormandel, 9th inst, 11 A.M.			
Singapore, Penang, Bombay—Per Ischia, 11th inst, 11 A.M.			
Singapore, Penang, Colombo—Per Shanghai, 13th inst, 10 A.M.			
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, San Francisco—Per Korea, 13th inst, 10.30 A.M.			
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., Vancouver—Per Empress of Japan, 13th inst, 11 A.M.			
Europe, &c., India, via Tuticorin—Per Bayera, 13th inst, 11 A.M.			
Manila—Per Zafra, 16th inst, 9 A.M.			
Tientsin—Per Kueiyang, 15th inst, 3 P.M.			

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A Mail will close for—			
Vessels	From	Agents	Due
Canton—Per Hankow, 7th inst, 7.30 A.M.			
Swatow, Amoy, Foochow—Per Hainan, 7th inst, 9 A.M.			
Moji—Per Wakamatsu Maru, 7th inst, 9 A.M.			
Singapore, Penang, Calcutta—Per Arradon, 7th inst, 11 A.M.			
Kobe—Per Kure Maru, 7th inst, 11 A.M.			
Kobe—Per Verona, 7th inst, 2 P.M.			
Shanghai—Per Hongchow, 7th inst, 4 P.M.			
Canton—Per Pusan, 7th inst, 5 P.M.			
Namto—Per Taitse, 7th inst, 5 P.M.			
Canton—Per Hainan, 7th inst, 7.15 P.M.			
Tamsui—Per Daigi Maru, 8th inst, 11 A.M.			
Quang Tcheno, Hoihow, Pakhoi, Haiphong—Per Hue, 8th inst, 11 A.M.			
Kobe, Yokohama—Per Kawachi Maru, 8th inst, 11 A.M.			
Swatow, Chefoo, Tientsin—Per Fausang, 8th inst, 1 P.M.			
Manila—Per Yuenan, 8th inst, 3 P.M.			
Shanghai—Per Hongchow, 8th inst, 3 P.M.			
Shanghai—Per Tientsin, 8th inst, 4 P.M.			
Manila—Per Rabi, 9th inst, 9 A.M.			
Manila—Per Rokila Maru, 9th inst, 10 A.M.			
Kobe—Per Tsinan, 9th inst, 11 A.M.			
Europe, &c., India, via Tuticorin—Per Cormandel, 9th inst, 11 A.M.			
Singapore, Penang, Bombay—Per Ischia, 11th inst, 11 A.M.			
Singapore, Penang, Colombo—Per Shanghai, 13th inst, 10 A.M.			
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, San Francisco—Per Korea, 13th inst, 10.30 A.M.			
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., Vancouver—Per Empress of Japan, 13th inst, 11 A.M.			
Europe, &c., India, via Tuticorin—Per Bayera, 13th inst, 11 A.M.			
Manila—Per Zafra, 16th inst, 9 A.M.			
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May 6th.

R. G. HECKFORD,
MANAGER.